





## Mails.

## CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons, Register, Capt. WILLIAMSON, will be despatched for VANCOUVER, B.C., via AMOY, SHANGHAI, KOBE (via INLAND SEA), and YOKOHAMA, on THURSDAY, the 4th September, at Noon.

To be followed by the *S.S. AFRICA*, 2,342 Tons, Register, Capt. WILLIAMSON, on THURSDAY, the 4th September, at Noon.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

First-class fares granted as follows:—To Vancouver & Victoria (Mex.) \$24.00 To Montreal, New York, &c. 33.00 To Liverpool 33.00 To London 33.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 3rd September.

All parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 6 p.m. the day previous to sailing.

For information as to Passages or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, August 30, 1890 1468

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship *CHINA*, 1,100 Tons, Register, Capt. WILLIAMSON, will be despatched for SAN FRANCISCO, via YOKOHAMA & HONOLULU, on THURSDAY, the 4th September, 1890, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other ports in Japan, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

First-class fares granted as follows:—To San Francisco 22.00 To San Francisco and return 33.75 To Liverpool 33.00 To London 33.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. All parcels will be received at the office until 5 p.m. same day; all parcels Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, August 22, 1890 1479

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 11th September, 1890, at Noon, the Company's *S.S. CONGO*, Commandant THOMAS, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th Instant, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, August 20, 1890, 1527

## Mails.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

## ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

## N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

## SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *PERLIN*, Captain P. HARRIS, with Her Majesty's Mail, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, 4th September, at Noon.

Cargo will be received on board until 4 p.m. on the 3rd day before sailing.

Silk and Valuables for Europe will be transhipped at the General Cargo and Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo, according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Book Bills of Lading.

Passengers desirous of ensuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendant.

P. & O. S. N. Co.'s Office, Hongkong, August 23, 1890. 1483

## Occidental &amp; Oriental Steamship Company.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

THE Steamship *BELGIO* will be despatched for San Francisco, via Yokohama, on TUESDAY, September 10th, 1890, at 1 p.m. Connections being made at Yokohama with Steamers from Shanghai and Japan Ports.

All parcels Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—To San Francisco 22.00 To San Francisco and return 33.75 To Liverpool 33.00 To London 33.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. All parcels will be received at the office until 5 p.m. same day; all parcels Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, August 25, 1890 1493

## NORDEUTSCHER LLOYD.

## STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN &amp; HAMBURG, PORTS IN THE LEVANTE, BLACK SEA &amp; BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON &amp; SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 24th day of Sept., at 4 p.m., the Company's Steamship *BAVARIAN*, Captain J. MANN, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd Instant. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOERS & Co., Agents.

Hongkong, September 1, 1890. 1538

## To-day's Advertisements.

## ZETLAND LODGE. No. 523.

AN Emergency MEETING of the above LODGE will be held in the FRANKMASON HALL, Zetland Street, on FRIDAY NEXT, the 5th Instant, at 5 for 5.30 p.m. precisely. VISITING BRETHREN are cordially invited.

Hongkong, September 2, 1890. 1543

## GOVERNMENT NOTIFICATION.

IT is hereby notified that in accordance with the Regulations made by the Government in Council under the Provisions of Section 1 of Ordinance of 1883: ALL VESSELS arriving from SHANGHAI and NAGASAKI must until further Notice proceed to the QUARANTINE ANCHORAGE and fly the QUARANTINE FLAG on arrival.

By Command, W. M. DEANE, Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, Hongkong, September 1, 1890. 1544

## TO LET.

(Possession from 1st October.)

1ST FLOOR of No. 2, BUE BUILDINGS. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, September 2, 1890. 1552

## OCEAN STEAMSHIP COMPANY.

The Co.'s Steamship *Andania*, Captain LANGE, will be despatched as above on THURSDAY, the 4th Instant, at 11 a.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 2, 1890. 1520

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Andania*, Captain LANGE, will be despatched as above on THURSDAY, the 4th Instant, at 11 a.m.

For Freight or Passage, apply to DOUGLAS LARCA & Co., General Managers.

Hongkong, September 2, 1890. 1530

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship *Cathlamet*, Captain DAVIS, will be despatched for the above Ports on TUESDAY, the 9th Instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, September 2, 1890. 1438

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong 11 hours:—

ASVANIA, British barque, Capt. Wm. W. Leary.—Stuenkel & Co.

ESCORP, American barque, Captain Robt. Lytle.—Chinnock.

J. D. BUCHHEIT, German ship, Capt. H. Meyer.—Melchers & Co.

SIXTHAM, American ship, Captain M. A. Woodside.—Russell & Co.

## DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

AERATED WATER MANUFACTURERS.

IN our process of Manufacture the greatest care is taken to secure the highest degree of purity and excellence.

THE WATER used is first rendered absolutely pure and in the process of manufacture the possibility of metallic contamination is removed by the use of pure tin or silver for pipes and parts of machinery coming into contact with the Water.

THE FACTORY is fitted with a Steam Plant of the most complete and modern description, and is one of the most complete and efficient ever shipped from England.

The whole process of manufacture is under the continuous supervision of a thoroughly efficient and qualified English Chemist and we turn out all Waters equal in QUALITY to those of THE BEST FINEST MAKERS.

Cost Part orders receive prompt attention; no charge for packing or shipping.

Telegraphic Code, free on application.

Boots of order forms, free on application.

TELEPHONE No. 6.

No. 22 & 24, QUEEN'S ROAD CENTRAL. 1543

## SHIPPING.

## ARRIVALS.

September 1, 1890:—

Johann, German steamer, 358, F. Binge, Pakhoi August 29, and Hothow 31, General.

WIELE & Co.

September 2:—

Cathlamet, British steamer, J. W. Darke, Sydney August 30, Newcastle 8, Brisbane 10, Townsville 12, Cockburn 14, Thursday Island 16, and Port Darwin 23, Coal and General.—RUSSELL & Co.

Zaffro, British steamer, 675, A. W. R. Cobben, Manila August 30, General.—RUSSELL & Co.

Pekin, British steamer, 2,133, P. Harris,

## Business Notices.

## HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

## NEW GOODS

FOR EARLY AUTUMN

IN ALL DEPARTMENTS.

## HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.) 1528

## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Bremen & Ports of Call.	Bayern (s).	Norddeutscher Lloyd.	Sept. 24, at 4 p.m.
Havre, L. don & H. b.	Breconaire (s).	Adamson, Bell & Co.	About September 4.
London & Ports of Call.	Pekin (s).	P. & O. S. N. Co.	Sept. 4, at noon.
London, S. S. Canal.	Amphibia (s).	Butterfield & Swire.	Sept. 4, at 11 a.m.
London, via Amoy.	Pungwa (s).	Arnold, Karberg & Co.	About September 8.
Marseilles, v. Saigon.	Zaffro (s).	Russell & Co.	Sept. 4, at 4 p.m.
New York.	Asyria.	Messageries Maritimes.	Sept. 11, at noon.
New York.	Richard Parsons.	Stuenkel & Co.	Quick despatch.
New York.	George Schellfield.	Russell & Co.	Quick despatch.
Port Darwin, &c.	Chang ha (s).	Butterfield & Swire.	Sept. 15, daylight.
S. Francisco, v. Japan.	China (s).	Pacific Mail S. S. Co.	Sept. 4, at 1 p.m.
S. Francisco, v. Japan.	Belgia (s).	O. & O. S. N. Co.	Sept. 10, at 1 p.m.
Shanghai.	Anton (s).	P. & O. S. N. Co.	Sept. 3, at noon.
Sydney, P. & B. Bay.	Bernida (s).	Norddeutscher Lloyd.	Quick despatch.
Sydney, P. & B. Bay.	Lydia (s).	Stuenkel & Co.	Sept. 5, at noon.
Sourabaya & S. Rang.	Mike Maru (s).	Geo. R. Stevens & Co.	Sept. 4, at 4 p.m.
Swatow, Amoy & Tamsui.	Fokien (s).	Douglas Larca & Co.	Sept. 5, at 11 a.m.
Swatow and Bangkok.	Phra Chula C. Kiao (s).	Yuen Fat Hong.	Sept. 4, at 8 a.m.
Sydney, Melbourne & Adelaide.	Yuen Fat Hong.	Russell & Co.	Sept. 9, at 4 p.m.
Vancouver (B.C.) & Batavia (s).	Yuen Fat Hong.	P. & O. S. N. Co.	Sept. 4, at noon.
Yamaguchi, Kobe & Nagasaki.	General Order (s).	Norddeutscher Lloyd.	About September 5.

Shanghai August 30, Mails and General.—P. & O. S. N. Co.

Chow Hye Teng, British steamer, 923, W. M. Scott, Singapore August 25, General.—BUN HIN CHAN.

Anchises, British steamer, 1,278, W. F. Lapege, Shanghai August 27, Fo-chow 31, General.—BUTTERFIELD & SWIRE.

Milke Maru, Japanese steamer, 2,050, Sommer, Nagasaki August 28, Coal.—Geo. R. Stevens & Co.

Hanchoo, British steamer, 999, Arthur, Swatow September 1, General.—BUTTERFIELD & SWIRE.

Chaka, British barque, 517, Jones, Cebu August 14, Sugar and Hides.—WIELE & Co.

Peking, German steamer, 954, F. Schulz, Saigon August 30, Rice.—STUENKEL & CO.

## EXPORT CARGOES.

Per S. S. *Orates*, sailed 29th August:—For London, 517 boxes Tea, containing 10,387 lbs. Congou, 1,428 boxes Tea, containing 23,588 lbs. Scented Orange Pekoe, 11,562 boxes Tea, containing 244,920 lbs. Scented Oolong—total 13,607 boxes containing 255,747 lbs. Tea; 350 boxes Picked Cocoa, 1,070 boxes Preserves, 190 boxes Waste Silk, 54 rolls Matting, 20 boxes Cane, 40 boxes Gum, 20 boxes Sundries and 25 boxes Lyechees.

## DEPARTURES.

September 2:—

Yuenan, for Whampoa.

Fukien, for Whampoa.

Namoa, for Coast Ports.

Tai-chong, for Saigon.

Norddeutscher Lloyd, for Hamburg.

Glenneth, for Hongkong.

Prado, for Saigon.

Katsuo, for Singapore and Calcutta.

Don Juan, for Amoy and Manila.

Ganges for Shanghai.

## CLEARED.

Hongkong, for Shanghai.

Johann, for Hothow and Pakhoi.

Michael Jensen, for Cebu.

Loire, for Hongkong.

## PASSENGERS.

Per Cathlamet, from Sydney, Lieut. Col. P. Farrel, de Rezzoli, U.S.A., Madame Farrel, de Rezzoli and 2 children, Mr. and Mrs. Numbach, Messrs T. P. Fallon, E. A. Pavitt, and Leong Lung Hing, Mr. McGrath, 3 Euro; and 109 Chinese.

Per Zaffro, from Manila, Mr. Swetling, Mr. and Mrs. Costa, and 20 Chinese.

Per Pekin, from Shanghai: for Hongkong, Mr. McShane and native servant, Mr. Cheung Cheuk Unt and native servant and 26 Chinese; for Penang, Mr. and Mrs. Reddaway, for Bombay, Mr. D. Abdulloji, for London via Marseilles, Mr. C. J. Dudgeon, Mrs. A. Walsh and 2 infants, Rev. and Mrs. Candlin and 4 children, Master Harry, Misses Nora, and Minnie Meade and European nurses.

Per Cheong Hye Teng, from Singapore, 20 Chinese.

Per Anchises, from Shanghai, 14 Chinese.

Per Hanchoo, from Swatow, 16 Chinese.

Per Peking, from Saigon, Mr. Hermann, and 108 Chinese.

## RECEIVED.

Per Namoa, for Swatow, 5 Europeans, and 120 Chinese.

Per Tai-chong, for Saigon, 50 Chinese.

Per Ganges for Shanghai: from Hongkong, Messrs B. Blanco, Tong Kat Sau, J. Stark, Ching Chey Tung and Loo Sat Hing; from London,



The water is falling at Hankow at the rate of an inch in twenty-four hours, and up till Tuesday it had gone down a foot.

Warr regard to the disappearance of Mr. Kripis it had been known at Chio that he left that port in a junk, apparently for Corea.

We learn that the Shanghai Shipping Company has increased their fleet of sailing ships by the purchase of the British barque *Conest*, 487 tons register. The vessel arrived recently from Fremantle.—*Shanghai Mercury*.

The Seoul correspondent of the *Chinese Times* writes on the 18th ultimo:—The continued ill-health of the U.S. Minister, Hon. A. Heard, causes him to leave to day on a short trip to Chio. During his absence the Legation will be in charge of the military-minister-diplomat and hospital and palace chaplain, H. N. Allen.

The steamer which arrived at Shanghai from Hankow, says the *N.-C. Daily News* of 29th ult., report that the *Glennafu* was ashore on Wednesday afternoon on Pheasant Island, some few miles above Nanjing. After the Shanghai had passed, the *Glennafu* seemed to have moved, so that it is probable she has got off this and proceeded on her voyage to Hankow.

The following telegram in the Port Darwin Times of 23rd August gives particulars of the commencement of the great strike in Australia:—The Seamen's officers' strike has now commenced in earnest. Support is being freely given by all the other unions in the colony. The strike among the various labour associations in Melbourne and Sydney have now become general, and business is entirely at a standstill. All the intercolonial steamers are laid up. The almost total stagnation of trade is causing enormous losses and inconveniences, and the bitterness of feeling on both sides renders an early settlement of the difficulty improbable.

CAUTION FOR SMOKERS.—Smokers may be permitted to learn that Dr. Gautrelet, of Yichy, claims to have discovered a method of rendering tobacco harmless to mouth, heart, and nerves, without detriment to its aroma. According to him, a piece of cotton wool steeped in a solution (5 to 10 per cent.) of pyrogallol is inserted in the pipe or cigar holder, will neutralise any possible effects of the nicotine. In this way not only the generally admitted evils of smoking are prevented, but diarrhoea of the liver, which in Dr. Gautrelet's experience sometimes caused by tobacco, and such lighter penalties of over-indulgence as headache and furring of the tongue may be avoided. Cigarettes which were recommended by Vigor for the same purpose, has the serious disadvantage of spoiling the taste of the tobacco.—*British Medical Journal*.

THE SHIP POOL, in its Peking news, has the following strange story:—There was a rumour floating in the capital for some time that people were losing their queens mysteriously, but nothing authentic until recently has come to hand when a man came to report his curious case. He was promenading a certain lane on the 14th of last month, when suddenly a beautiful woman, by her appearance of about 30 years of age, appeared behind his back with a pair of shears, quickly snipped off his queue and vanished out of sight very mysteriously. This queer case was seen by many people. Other cases of the same nature have been reported. Some years ago in some part of China there was a rage of paper women cutting off men's queues in the night; and this is quite intelligible. It is a badge of coming evil, to the Government or the country, and surely it is not a good omen to have our national badge tampered with!

## CORRESPONDENCE.

## MUSIC IN THE GARDENS.

To the Editor of the "CHINA MAIL."—HONGKONG, 2nd Sept. 1890.  
SIR.—Three or four months ago the Band of the Regiment gave two very enjoyable performances in the Public Gardens on moonlight evenings. Why have they not been continued? The Sunday evening performance of the last Regiment were very much appreciated. If the present Regiment could play on Sundays, their services will be fully appreciated, but there are six other days in the week during which they might perform. During the summer months it is only in the evening time that one can walk in the Gardens, and unless a band plays the Gardens are shut, and even if they were open, few people would go out without some attraction. The Gardens are a beautiful ornament to the city, but are very seldom seen by a European in them, because they are only open at a time when Europeans have neither opportunity nor desire to visit them. Some years ago it was proposed to organise a Music Band for service as a town band, but the suggestion raised much objection, mainly on the ground that we were then very well served by the Northampton band. The performances given in front of the Officers' Mess can only be enjoyed by a few. If the Government were willing to spend money for a Music band they might surely be able to give some small subsidy to the band of the Regiment, if the Band would take such a thing, for regular performances in the Gardens once a week during the summer. And if the Government would not help in this matter, I am sure if the band were sent round sufficient money would be obtained from the public to ensure regular performances. Yours, &c.

## MUSICA.

THE more people know the less they brag about it.—*Ram's Horn*.

THE light that never was on sea or land must be a skylight.—*Birmingham Republic*.

A MAN'S reformation always dates from the last time he was caught.—*Stichon's Globe*.

ADAM—What kind of an apple was that you gave me? Eve—An early fall.—*Boston Herald*.

A TEN-dollar loan that was never repaid caused Toots to speak of the borrower as his X-friend.—*Texas Siftings*.

THE man who has lived for himself has the privilege of being his own mourner.—*Denton Road*.

There is one of the few things a man can get without earning or deserving it.—*Midwestern Journal*.

A BILIOUS man hunting for something to get mad at is generally successful in his search.—*N. O. Vindicator*.

THESE are persons now in hell who might have been in heaven with half the trouble.—*William Brown's Novel*. When We Were Boys.

## SUPREME COURT.

## IN BANKRUPTCY.

(Before His Honour Mr. Fielding Clarke, Acting Chief Justice.)

Tuesday, Sept. 2.

## IN THE MATTER OF SU CHIE.

This was a debtor's petition for adjudication in bankruptcy.

Mr. Hastings, who appeared in support of the petition, said the petitioner was a trader carrying on business in partnership with several other persons under the style of the Wing Hing Loong, at No. 34 Hollywood Road. He had filed a schedule, in which he showed that the debts due to him, all except one of which were partnership debts, amounted to the sum of \$6,412.

His assets, including debts due to him, amounted to \$4,109, the greater portion of which were good debts, as his Lordship would see from the names of the debtors, and these debts would no doubt all be recovered. There was a balance of about \$2,300 in the hands of the creditors.

There was a balance of about \$100 worth of building materials in the petitioner's possession. Therefore there seemed every probability that a dividend of at least 50 per cent would be declared.

There was no opposition to the application, and his Lordship granted an order for a judgment.

## IN THE MATTER OF YUEN SHING HO.

This was a creditor's petition for adjudication.

Mr. Recco, who appeared for the petitioning creditor, Lai Chee Po, said the petition was made for service on order for service was made. Service was effected on 9th August. There was an affidavit of service, and the time for payment expired on 30th August. The petition stated the debt at \$970, being principal and interest due on a promissory note, which was produced. The note of bankruptcy was dated to be the debtor's having the petition with intent to defraud or delay the claims of his creditors, and this was verified by the declaration of the petitioner.

His Lordship, being present, was asked by his Lordship whether he had any reason to show why he should not be adjudicated a bankrupt. He said he had no objection to being adjudicated a bankrupt.

His Lordship said he thought there should be adjudication with protection, and made an order accordingly, informing the bankrupt at the same time that his protection depended on his giving all the assistance he could in the realisation of his assets.

## MR PERCIVAL SPENCER'S RETURN FROM THE ACHEN WAR.

Mr. E. B. Roper, advance agent of Mr. Percival Spencer, the famed balloonist and parachutist, has arrived in Hongkong and is making arrangements for a series of demonstrations in Hongkong. Mr. Spencer himself is expected here in a few days. We have on several occasions given short accounts of his wonderful parachute performances and chronicled his safe descent from enormous heights. Apart from the interest attached to his visit to Hongkong, the following account of his novel war balloon experience in Achen will be read with interest.

I arrived at Oelach on the 1st inst., and the balloon, car and the paraphernalia for making hydrogen gas were landed without delay. The following day, being the birthday of H. M. the Queen of Holland, was of necessity spent in festivities and idleness, for which I was not sorry, as about this time there was rather a heavy gale of wind which blew for several days and which would have made ballooning difficult. At last the order to commence operations arrived, and on Friday, the 8th August, everything was in working order. On the morning of that day, at about 8 o'clock, I commenced filling the balloon in Kota Radja, a fortified capital of Achen, to which I had flown freely from the start, and in about six hours the balloon was sufficiently filled and virtually ready for the ascent. As, however, a fresh breeze was blowing at the time, and as moreover the General in command of the troops had given orders to make the first ascent at 10 A.M., I waited until that hour. The balloon being carefully secured by means of sand bags I behaved beautifully, and at the appointed time a dozen soldiers marched with it to the nearest railway line, it having been decided that the ascent should be made from a truck which had been placed in a convenient position, and to which the balloon was lowered by means of a rope which was fastened to the car and the engine, and was satisfactorily lowered down by the locomotive engine, and on reaching terra firma the Major left the car and the Lieutenant of Engineers, Pale Recker, joined me. With him I rose again until the shade of evening warned me to quit, and I had the balloon once more hoisted down and secured for the night. On the following morning an armoured-plated train consisting of a locomotive with passenger carriages and a number of trucks steamed up to where the balloon was made fast. The latter was then once more conveyed by soliders towards the line and secured to the hindmost truck by means of several ropes. The General and his entourage followed, next came the trucks with some fifty native workmen, and last the vehicle to which the balloon was secured, which was also occupied by a small armed contingent of soldiers. Major Hare Drouce, the chief officer of the balloon corps, several other officers and myself. A whistle was sounded, and away we went "to the front!" The spectacle was presented in the annals of aerial navigation. The quaint looking locomotive, the armoured-plated carriages, the troop-filled train in the workmen's truck, and lastly the smart Netherlands soldiers and officers in uniform, above which soared in majestic grandeur the symmetrical shaped war balloon, formed an imposing procession as it wound its way onwards through the luxuriant growth of tropical vegetation. Balloons have certainly been transported in this manner, but by a large number of men holding the various ropes and walking slowly and carefully in the required direction, but to simply fasten one to a train and to steam away over hill and dale round the various roads of the line, is a feat of right, next to the left, has, as I said before, never been attempted, until we tried it in Achen. At times we passed through pieces of dense forest, the track being lined by numerous trees, some of them much higher than the balloon, but the latter behaved splendidly, gently swaying from side to side, clearing tree after tree, avoiding the telegraph poles and lines in the handsomest manner possible. When the outport of Lankow was reached we halted, and the Major and I once more entered the car and were sent aloft. The sight was indeed a magnificent one. Under our feet lay the fortified outport of Lankow, and to our right and left we could plainly see the hills of mountain fortifications which the Dutch Government has erected from the mountain post, Kota Radja, whilst beyond lay the country of Achen with its native villages, primitive plantations, and fortified enclosures, and further if I slipped the hills of Arjen, lighted up by the early morning sun, the various shades of green, yellow, brown and dark grey, the most beautiful display of nature in a tropical region. It was not long, however, before the scene changed. The Major had by means of a pre-arranged system of communication ordered the forts of Lankow, Lankow, Lankow, and Lankow to open fire on the enemy, and within a few minutes the order had been telephoned to the various stations. As if by magic the scene changed into one of battle and strife. Guns belated forth their messages of destruction, portions of the hills and valleys became enveloped in smoke, and the earth and air seemed to shake with the concussion of the cannon. The effect of the bursting shells was carefully watched by us from the balloon, notes taken of the houses burned and destroyed, and fresh orders sent below. The Achen were not slow in returning the fire, and for a considerable time the balloon, the Major and myself were assailed by smart volleys of musketry. Fortunately for ourselves when all balls hitting either of us. In due time the Major requested me to signal to the men below to have the balloon hauled down, and after having descended in safety we portook of some slight refreshment, served in the most palatable and lively manner. I left well alone the balloon, and retired, and where we ate our ham sandwiches without needing any Achen pepper corns by way of relish. 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